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Hongkong, 19th March, 1902. [a346]

HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING

of the MEMBERS of the ASSOCIATION

will be held at the HONGKONG

HOTEL, on FRIDAY, 26th FEBRUARY,

at 5 o'clock p.m., for the purpose of passing the

Accounts for 1902, electing a Committee and

Officers for 1903, and to consider a proposal to

amalgamate with the Army Rifle Association.

Members are earnestly requested to attend.

M. S. NORTHCOTE,
Hon. Secretary.

Hongkong, 7th February, 1903. 110

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Hongkong, 31st October, 1902. [a265]

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Hongkong, 17th May, 1905. [14]

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[a1797-4]

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MANAGER.

Hongkong, 24th October, 1902. [a314]

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BIRTHS.

On the 27th January, at Tientsin, Mrs. ALFRED SIMMONS, wife of a daughter.
On the 2nd February, at 25, the Bund, Shanghai, the wife of C. S. ADAMS, of a daughter.
On the 2nd February, at Chinkiang, the wife of LOUIS ROCHER, Commissioner of Customs, of a daughter.
On the 4th February, at the Victoria Nursing Home, Shanghai, the wife of W. WILLIAM ROWLAND, I.M. Customs, of a son (Gordon).
On the 26th January, at St. Andrew's Cathedral, Singapore, James Brown, of the Selangor Government Service, to WILLIAMINA ANNA HANLEY, daughter of Captain H. HANLEY, of Singapore.
On the 28th January, at No. 9, Lloyd Road, Singapore, ENRIQUE LOPEZ, the infant son of FREDERICO and GRACE D'ALMEIDA, aged 2 years and 11 months.

The Daily Press.

HONGKONG OFFICE: 14, THE VICTORIA ROAD (U.L.)
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 9th February, 1903.

The statement, reported in another column of Dr. R. COLTMAN, professor of surgery at the Imperial University of Peking, that another and a worse uprising of the Chinese against the foreigners is impending and that the Powers are to be blamed for their excessive leniency, is not new. Similar predictions have been made by various people conversant with the state of affairs at Peking. What is the official view on the matter in the Legations we are not in a position to say, and perhaps, considering how ill-informed the Legations showed themselves to be at the beginning of 1900, we should not look to them for the most accurate forecast of events. From missionary sources in North China—and the missionaries have means of information denied directly to the diplomatic representatives—the news is not reassuring. It cannot be doubted that the lesson of 1900-01, or rather the lesson which the Powers desired to teach, was lost for the most part on those who should have learnt it. There is little improvement to be seen in the governing classes of China. The old Court clique has lost it, true, some of its most

pernicious members, but it cannot be contended that the dominating influences now are very different from what they were at the beginning of 1900. The changes at Peking which it was intended to produce have not been brought about, and ladies' tea-parties at the Imperial Palace and talk about adopting Western costume at court are poor substitutes for the reforms which it was hoped would follow the Emperor's return to Peking. The triumphant capture of the Chinese capital on the memorable 15th of August has resulted in little that is tangible. The thought at once suggests itself that the policy of the Allies must have been wrong. The readiest idea is that which was expressed by Dr. COLTMAN, that the Powers were too lenient. Whether he means by this statement that they should have been more violent in their methods and that they should have exacted the utmost penalty from the guilty parties in the "Boxer" uprising, we do not know; but this is certainly the view of a great many. Public opinion has passed through many changes recently towards China. With the news of the murder of many foreigners and the attack of the Legations, and still more with the false story of the fall of the Legations ringing in their ears, people were influenced violently against the Chinese. Then the reports of the devastation wrought by the allied troops created a strong revulsion of feeling, particularly in the United States, and the terms exacted by the Powers were considered excessive. Now, weary of the protracted negotiations and alarmed by the menacing state of affairs in several provinces, a section at least of general opinion has again become hostile to China, and the failure of the lesson which the Allies tried to teach her has led to exasperation. Not much consideration, we suspect, has been given to the question why the Allies failed. Yet the failure is not really surprising. The Powers drove the Imperial family in hasty flight from Peking, demanding instant summary punishment of those implicated in the "Boxer" movement. A few of these were beheaded, a few more degraded, and the rest are again in power. The Allies then proceeded to lay upon China's chaotic and ruinous finances the burden of an enormous indemnity, while obtaining the promise of removal of obstacles to trade. The latter provision was excellent, but there are no signs of it being actually carried out; while the weight of the indemnity, increased by the fall in the value of silver, is felt all over China, particularly by those who did not in any way countenance the 1900 rising. It was a most disastrous error for the foreign nations to grasp at the substance of a money payment, while suffering to remain as shadows the engagements to open up China to trade. It may be said that a big indemnity always forms part of the victor's programme in modern war. But China is not a nation which can be treated exactly like other nations. The past history of the international relations of China suffices to show this. Repeatedly have other nations defeated the Chinese and exacted a heavy indemnity. Yet China is little changed, and the foreigner is as unacceptable as ever. For the most part, the West has not forced China to admiration, but to hate. Nor is this unnatural, for the methods of the Western countries have been altogether wrong. China as a country has never been conquered by Western arms, and the probability is that she never will be. Her mercantile conquest has begun, but it will not be furthered by the policy of extorting huge money payments from the people for the offences of a few, while leaving the corrupt officials to evade the promises to remove obstacles to trade. A great opportunity was offered after the recent troubles of bringing about some genuine reforms for the advancement of commerce and intercourse between China and the rest of the world. Thanks to the mutual jealousies of the Powers and the grasping policy of the majority of them, the opportunity was lost—irretrievably, it would seem. It is unprofitable now to talk of undue leniency having been shown toward China. Our serious mistake was that of blindness toward our own interests, which were really the interests of China also.

The German mail of the 7th ult. was delivered in London on the 5th inst.

Another demonstration of the new fire extinguisher "Kilfyre" will be given at noon today in front of the Central Market. The balcony on the Praya side of the Market will be reserved for Europeans.

On Saturday the British battleship *Cochin* arrived from Singapore via Mire Bay, and yesterday the U.S. gunboats *Via de Cuba* and *Rainbow* arrived from Manila. The German cruiser *Hansa* left on Saturday for Amoy.

Damage to the extent of about \$200 was done by a fire which broke out in a "soy" factory at 371, Queen's Road Central about one o'clock yesterday morning. Carelessness on the part of a workman in the disposal of a lighted candle, which set ablaze a quantity of inflammable rubbish, is stated to have been the cause.

According to the *P. and T. Times*, Tung Fu-shiang's soldiers are reported to be deserting freely because they get no pay.

The result of the polo match at Causeway Bay on Saturday between Hongkong and Kowloon was a victory for Kowloon.

At an audience with the Empress Dowager on the 7th ult., it appears that Jung Li and Lu Chuan-li both asked to be allowed to resign, as they fear that "through age and ill-health they may hinder the affairs of State." The Empress Dowager refused to allow this. Jung Lu then advised that Prince Chun be admitted into the Grand Council, as he is young and vigorous.

On the 29th ult. a very interesting function occurred on board H.M.S. *Rosario*, the *N.C. Daily News* reports, the captain, Commander Hamilton, presenting to the officers and men of the crew the medals given by the British Government for their part in the Chinese Campaign of 1900. The *Rosario* was engaged in river work at the time.

The *P. and T. Times* hears on good authority that the proposed new line from the North-West gate of Peking to the Summer Palace is to be a railway of standard gauge, but not an electric tramway. The *Times* congratulates the authorities on their decision, as all experience goes to show that difference of gauge finally evolves as an unmitigated nuisance, involving endless waste of time and great inconvenience: it is moreover a bar to future progress.

The following returns of the average amount of banknotes in circulation and of specie in reserve in Hongkong, during January, are certified by the managers of the respective banks, are published in the *Gazette*:

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	8,721,065	2,200,000
Hongkong and Shanghai Banking Corporation.	13,459,639	6,000,000
National Bank of China, Limited.	448,889	150,000
Total.	12,629,593	8,350,000

The report on the Widows and Orphans Pension Fund for 1902, as published in the *Gazette*, shows the amount to the credit of the Fund on the 31st December last to have been \$132,388.81, including \$8,940.02 for interest. The average monthly contributions amount now to about \$1,800. On the 31st December, 1901, the number of contributors on the books was 382, and on the 31st December, 1902, 415, of whom 169 are bachelors, 237 are married men, and 9 are widows. During the period under review, 67 officers joined the Fund, 55 left, and 3 died. The total number of children on the books is 317. There are in the list 20 pensioners, whose pensions aggregate \$2,118.84 per annum.

From private advices the *Straits Times* learns that matters in Northern Siam resultant on the *cumtete* created by the Siamers are not quite settled yet. It would appear that the Siamese troops, being more or less unprovided with commissary arrangements, seized all they could lay hands on and generally laid waste the country. By Siamese law they are entitled to do so as they merely acted *ad rem de bonis*, but the Laos, Karens, and that mixed mass of humanity occupying Northern Siam, erstwhile slaves but now free by Royal Decree, objected to this. As a result there are "ructions." According to the latest Bangkok "official" advices all was at peace, but disinterested and—let it be remarked, the *Straits Times* says—unmolested British traders tell a different tale.

In the course of an exhaustive review of the history of the world contributed to the *Neue Freie Presse*, Max Nordau, deeply deploring the growth of military imperialism in the United States, and says that by the admission of the spirit of militarism, which was formerly rigorously excluded, America is raising obstacles to the entrance of emigrants whose only capital is their strong working arms. Speaking of the future of the New World, Max Nordau says the opening of the Panama Canal, under American ownership, will mark the beginning of a new epoch. The tragic stage of the world's history, which in ancient times centred in the Mediterranean, and which moved in later ages to the Atlantic, will then be transferred to the Pacific Ocean. At first the Anglo-Saxon element will seek to drive out the German and French flags floating over single points in the Pacific Ocean, then the struggle will be carried further to the Asiatic coast, where Anglo-Saxons and Russians will have to decide the momentous world question of whether Eastern and Southern Asia shall remain British or Russian.

A telegram to the *Asahi* from Peking recently reported that two thousand sabres imported by a German ship in contravention of the Protocol had been seized at Chingwangtao. It was added that extensive smuggling of arms is clearly demonstrated by the equipment of the Chinese troops, they being in possession of weapons of the most modern character, but that the Foreign Powers take no notice of the fact. The *Japan Mail* comments:—Probably it will be agreed by thoughtful persons that the Powers show their wisdom in this respect. One of the most unpractical provisions of the Protocol was that which vetoed the import of arms or munitions of war, since it assumed that China would take steps to give effect to an embargo of which she was herself the victim, and that she would take such steps although the safety of the State was imperilled by them. There is a higher duty than that of observing ill-considered treaty-provisions, namely, the duty of providing for the national security. If China believes that the efficient equipment of her army is essential to the discharge of that duty, and if she acts upon her belief by violating the Protocol, we can neither impugn the wisdom of her conviction nor condemn her obedience to it.

Kin Sheng-kyu has been appointed Minister Plenipotentiary for Corea in Japan.

The *N.C. Daily News* is informed that forged \$10 notes of the Imperial Bank of China have been found in circulation. They can only be detected, it is said, by the imperfection of the numbering. According to a Japanese journal, paper money to the extent of \$300,000 has been forged in Kinshu and sent to China for disposal.

It is sometimes said a man's method of smoking is an index to his general character. The *Kiangyin* correspondent of the *N.C. Daily News* says that during the recent visit of H. E. Chih-tung to that place the Viceroy used an ordinary brass bowl, bamboo stem, glass mouth-piece pipe that would cost in a country town 300 cash, and smokes the ordinary strong Chinese tobacco, used by every farmer, which costs them three to five cash a day.

With reference to the death on the 4th inst. of Miss Mildred Yorke of the Janet Waldorf Company, the *N.C. Daily News* says:—The announcement that we were asked to make yesterday morning that she and Mr. Fitchett were only suffering from influenza was unfortunately too hopeful; and Miss Yorke died yesterday morning of malignant smallpox. Mr. Fitchett's disease has also, we learn, been pronounced to be smallpox, but in a mild form.

A Liffou cablegram from Manila says that during the naval manoeuvres which the American warships there have been carrying out an exciting incident took place. Ensign Babcock disguised a boat belonging to the captured Spanish cruiser *Don Juan de Austria* with tushes and managed to creep along the shore undetected. A current, however, upset his craft, and he, with two of the crew, swam a mile and a half along a shark-infested bay, carrying a countermine supported by buoys. He succeeded in attaching them to the mines without being discovered.

During excavations on the site of the old abbey at Bury St. Edmunds at the end of last year five stone coffins containing human remains were unearthed in what has been discovered to be the Chapter House of the Abbey. They are supposed to be those of Abbot Sampson, 1182; Abbot Richard de Insula, 1229; Abbot Henry, 1234; Edmund de Walpole, 1248; and Hugo I., 1157. The coffins are in the plan of the Chapter House discovered by Dr. Montagu James, of Cambridge, at a Roman Catholic College at Donai.

A New York telegram to the *London Daily Mail* says that a Bill has been introduced in the House of Representatives prohibiting the use of the name or portrait of any person for advertising purposes unless consent is given. The necessity for such a law was recently shown when the New York Court of Appeal refused to prohibit the unauthorised use of a young lady's portrait on advertising posters. The court admitted that the act was libellous, but held that there was no law to prevent it. A leading firm is now advertising a new whisky by enormous posters representing the Mayor of New York, a well-known Senator, and other public personages drinking the beverage. The temperance societies have been making indignant protests, but the victims are powerless to prevent the use of their names and portraits.

It may be a mere coincidence, but, says the *P. and T. Times*, we have been spoken to three times this week by intelligent Chinese friends on the subject of the abolition of the queue and the adoption of foreign clothes. Each one assured us that all sorts of rumours are current in Tientsin on the subject. The former subject led us to ask our friends to estimate the ratio of barbers to the rest of the population. As usual we got the most discrepant answers—one in twenty five, one in eighty, one in two hundred and fifty. Whatever may be the number, they all agreed that any imperial or viceregal edict on the question of abolition would involve great hardship on vast numbers of men all over the Empire if the people obeyed the edicts. We have never yet met a Chinese who had even the rag of indignation at or memory of the humiliating origin of the queue.

Herr Ernst von Willenbruch, who issued a violent counterblast to Mr. Kipling's recent poem on "The Powers," may be described as the Berlin Court poet, or Prussian Laureate. He is a broad-shouldered, undersized, square-headed man, with gold-rimmed spectacles, and rather unkempt hair and beard. He used to be employed in the Foreign Office, but a year or two ago he cast off the official trammels. He is a bitter Anglophobe, and was at the head of the Berlin Committee for entertaining the Boer generals, and collecting subscriptions for their cause. As a poet, he belongs to the ultranationalist and declamatory school, and his drama and trumpet drama, dealing mainly with the glories of the Hohenzollerns, have all been writ on to foster that spirit of Chauvinistic pride which is now the curse of Germany. His most notorious play is entitled *Der Neue Herr*, and was written to vindicate the present Emperor for his action in so brusquely "dropping the pilot." Nothing in connection with his fall gave Bismarck more offence than the performance of Willenbruch's play, of which the Emperor attended the rehearsal and the first performance, and decorated alike its author and its actors.

LATEST STEAMER MOVEMENTS.

The E. & A. steamer *Empire* left Manila on the 6th inst., at midnight, and may be expected here to-day at daylight.
The T.K.K. steamer *Hongkong Maru* left San Francisco on the 5th instant for this port, via usual route of call.
The O.S.S. steamer *Telmachus* left Shanghai on the 7th inst., and is due here to-morrow, a.m.

TELEGRAMS.

"DAILY PRESS" SERVICE.

FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th February, 3 p.m.

ANOTHER RISING IN CHINA PREDICTED.

Dr. R. Coltmann, physician at the Chinese Imperial Court, who is now visiting Los Angeles, California, predicts another and a worse uprising of the Chinese against the foreigners. Peking, he says, is now virtually unprotected. Dr. Coltmann blames the leniency of the Powers, and especially of the United States.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 8th February, 6.44 p.m.

FIRE AT PEKING.

At midnight yesterday a fire began in the Japanese officers' barracks at Peking. It finished at 5 o'clock this morning, with the assistance of the foreign garrisons.

REUTER'S SERVICE.

LONDON, 5th February.

"RAGGING" IN THE ARMY.

A somewhat sensational sequel has occurred to the recent "ragging" of three subalterns in the 1st Grenadier Guards. The father of Lord Douro, one of the subalterns concerned, bringing the matter to the notice of Lord Roberts, the latter instituted an enquiry, which has resulted in the summary retirement of Lieut. Col. Kinloch, commanding the battalion, on half pay, and the resignation of Lieut. Hollishead Blundell. The action of Lord Roberts is approved of by the military and the public.

LATER.

THE CHARTERED BRITISH SOUTH AFRICA CO.

The report of the Chartered British South Africa Co. has been issued. It anticipates that the output of gold in Rhodesia will be doubled in the next two years, largely on account of the extension of railways and the Fopping Coalfields. As the expense of living largely hampers the progress of the Company, the directors have decided to give freight contracts to companies outside the ring.

VENEZUELA.

Sir Michael Herbert has had a stormy meeting with Mr. Bowen, at which he spoke very plainly regarding the conduct of the negotiations. The interview was a heated one but, it is stated, has cleared the air.

LONDON, 6th February.

THE BALKANS.

The Bulgarian Premier, speaking in the Chamber, declared that Bulgaria would fulfil her international obligations to keep the peace and that he would shortly inform the Chamber of the measures taken against the Macedonian Committee.

LONDON, 6th February.

BYE-ELECTION.

Mr. Charles Craig, the Unionist candidate, has been elected for South Antrim by 4,564 votes, Dr. Keightley, an Independent candidate, polling 3,015.

THE KING.

The King has recovered from his slight indisposition, and drove out this afternoon.

THE CASE OF COL. KINLOCH.

The case of Col. Kinloch (1st Grenadier Guards) is causing considerable interest and has brought forth strong partisans on both sides. The case will be brought before the House of Commons at an early date.

Advertisers are turning their attention to the mission field, and a story from Uganda tells of enterprising firms in this country who send out circulars and samples to the natives. The editor of *Uganda Notes* writes:—"We should like to remind friends and advertisers who send circular letters to the native clergy and others, that they do not understand English. It was amusing to hear the native chiefs express their sense of the kindness of a certain firm of soap-makers who recently sent out samples of soap. Several of the chiefs wrote from their country places to ask that we would thank the kind donors. They evidently could not easily understand such a charitable form of advertising!"

TERRORISM IN HONGKONG.

While the recent arrests in Hongkong and seizure of arms in connection with the threatened rising in Canton have brought in their train the usual number of alarmist rumours, founded or unfounded, of developments to be expected, there is one aspect of the affair which is of a very substantial character and is deserving of most serious consideration. It is a notorious fact that there are men, not one or two, in Hongkong whom the Chinese Government would gladly get hold of. Members of the Reform party, they have preserved their security from harm by the protection of the British flag. Among the Reform party in Hongkong there may be some who use that protection as a cloak under which to plot schemes against a friendly Power, but the persons referred to are not in that category. They are men intimately associated with the movement, perhaps, taking a keen interest in it and fostering it with a view to its ultimate peaceable consummation if possible, but not lifting an armed hand against the Chinese Government. Of that class it can safely be said that there are at present in the Colony more than can be counted on the ten fingers who find themselves in the position of being just now in constant fear of kidnapping or bodily violence at the hands of Chinese emissaries. It is an open secret that there is quite a number of secret agents here sifting the recent plot and striving their utmost to bring the plotters to book. The danger is that in their zeal they will work harm to innocent men. The murder of the Reformers in Gage Street is not yet forgotten and it still serves to show to what lengths the Chinese will go in getting rid of any man who has made himself objectionable to them. King Yui-sai saved his head by flight only. He is now in Darjeeling and his family are safe at Macao. But his intimates and sympathisers are still objects of aversion, men with a price upon their heads. Warrants are said to have been issued from Canton for the arrest of several well-known Chinese in the Colony. How these can be put into execution in a British possession remains to be seen, but it behoves the objects of them to give up opportunity to the secret agents to work evil upon them, in Hongkong at any rate, though unfortunately there is no security against the persecution of their families and clans in the interior. The authorities, it is rumoured, are fully on the alert in the matter and have taken all possible precautions.

POLLARD'S LILLIPUTIANS AT THE THEATRE ROYAL.

"PAUL JONES."

When Paul Jones was first given to the public some eight years ago at the Savoy, its fanciful plot and entrancing music caught the public fancy; and since then the opera has lost nothing of attractiveness whether considered as standing alone on its merits or as put into contrast with contemporaries. The prevalent taste for comic opera so well gauged by Gilbert and Sullivan found itself suited in no less a degree by Pollard's numbers. Paul Jones was a success of the kind called "immediate." It has never lost its hold upon the affections of the public. Its freshness appears to be perennial. Each time one hears a repetition one discovers a new charm, hidden before in very profusion. There was little wonder therefore that when the talented Pollard announced the opera to be upon their repertory during their present visit to Hongkong, a general desire to renew acquaintance with it should manifest itself and that the Theatre Royal in consequence should be filled in every part on Saturday afternoon and evening on the occasion of the first production. For those unfortunate beings who had not had the foresight to book their places for the evening performance there was nothing but chagrin and disappointment. Only the capacity of the building limited the numbers of the audience, and many had to be turned away through lack of accommodation. With regard to the performance itself there appeared to be no two opinions. The house was delighted and showed its appreciation in no uncertain fashion. The Lilliputians won all hearts. Their rendering of Paul Jones was on the traditional lines laid down by George Edwards and was excellently carried out in the best Lilliputian manner. Of course there were apparent deficiencies which must always be present where a juvenile combination attempt a full-grown piece; but (and it is a most important *but*) what is lost in one direction is more than compensated for in another; for if the children in some cases suffer in comparison with their elders regarding individuality and stage "business," there is no doubt that considered as a whole the Lilliputians possess a freshness both of voice and action, a buoyancy and charming naivete that are largely denied to their more experienced competitors. It would be erroneous, however, to say that the Pollards are lacking in individualism. Some of the little people evinced a cleverness beyond their years, and the vocal parts were admirably done. Miss Ivy Trott made an excellent Paul Jones; she sang well and acted most convincingly as the pirate chief. To Miss Alice Pollard was entrusted the role of Yvonne; her singing was worthy of the role which was given her, and her sweet voice was heard to great advantage in the solos of the part, best of all perhaps in "Before the Altar," as well as in the duets with her sweetheart. Miss Irene Loftus was the *Ruffino*, and the appearance she made was one of the best in the cast. Master Jack Pollard and Miss Daphne Pollard were beyond words funny as *Bouillabaisse* and "The Insect," in which capacity they kept the audience rippling with laughter. Master Willie Thomas was an ideal guardian uncle to the heroine, Master C. Bindosa a typical pirate, and Miss Connie Pollard a clever *Chiquette*, her sassy song and dance being particularly well done. Also deserving of more than passing mention were Miss May Topping and Master Oscar Harris in the respective parts of *Malaguena* and *Don Trocadero*. It remains to be added that the setting of the piece was all that could be desired, pretty and tasteful, especially the garden scene. The picture dances were greatly admired, but the management have to face the problem whether or not this effect is worth retaining at the expense of the continuous and most irritating noise made by the electric-light apparatus in the dress circle. For our part, we say—Sacrifice the light. The *Ocean* band played the incidental music with their accustomed ability. Sometimes by the way, the accompaniment appeared to be rather overpowering for the soloists, but that should be easily remedied.

To-night and to-morrow Paul Jones will be repeated. A *Gaiety Girl* will be presented on the three following nights and H.M.S. *Phaetone* on Saturday at a matinee and in the evening.

HUMPHREYS ESTATE AND FINANCE CO., LD.

ANNUAL MEETING.

The seventeenth ordinary annual general meeting of shareholders in the above Company was held on Saturday in the registered offices, 38, Queen's Road Central. Mr. Hart Buck presented, and there were also present Hon. C. S. Sharp, Messrs. C. E. Evans, Ho Tung (directors), Ho Peck, P. C. Potts, S. Hebban, G. Balloch, J. A. Jupp, A. H. Moncoll, Michael Ho Tai Sang, Lo Cheung Shu, Wong Mo Law, and J. L. Cotter (secretary).

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, the report and statement of accounts having been in your possession for some days, you are no doubt familiar with them, and I will, with your permission, dispense with the formality of reading them. The result of the year's working, though not to be compared with the two immediately preceding years in the matter of profits, should in the opinion of your directors and general managers be regarded as very satisfactory, as the whole of the profits have been made on the Company's ordinary everyday business, there being absolutely nothing derived from sales of properties, which, as you know, figured so largely in the accounts for 1900 and 1901. The accounts speak for themselves and, I think, require but little explanation from me. You will note that, as anticipated, our rent-roll has largely increased during the period under review. It may be as well to mention that the amount appearing in the profit and loss account under the heading of Interest is the balance at credit of the account after allowing for interest payable and due. The reason of the charge for fire insurance being less than in 1901 is that the unexpired premium has been valued on this occasion, which was not done last year. The charge on this account will be considerably larger for the current year, and in consequence of the very high rates now being charged by insurance companies your board are seriously considering the advisability of the Company taking its own risks or at any rate a part of them; but this would not effect to any large extent this year's accounts. In recommending a 9 per cent. dividend, your directors are not losing sight of the fact that they are paying slightly more than the Company has actually earned during the past year; but they think it advisable to equalise dividends as far as possible, and they feel justified, under the circumstances, in paying 9 per cent., especially having regard to the large transfers of profits which have been made to reserve in the past two years. I shall be very pleased to answer any questions shareholders would like to put to me with regard to the statement of accounts.

No question being asked, The CHAIRMAN formally made the motion. Mr. BALLOCH seconded, and it was agreed to. On the motion of Mr. J. ANGLIS, seconded by Mr. Potts, the directors were re-elected—Messrs. J. S. Van Buren, C. E. Evans, Hon. C. S. Sharp, H. W. Slade, and Ho Tung.

On the motion of the CHAIRMAN, seconded by Mr. EVANS, Messrs. W. H. Gaskell and W. Hutton Potts were re-elected auditors. This was all the business.

Dividend warrants may be had to-day.

HONGKONG ROPE MANUFACTURING CO., LD.

ANNUAL MEETING.

The annual meeting of the above Company was held on Saturday in the offices of the general managers, Messrs. Shaw, Tomes & Co. Hon. R. Shewan (chairman) presided, and there were also present Messrs. D. E. Brown, J. B. Lewis, A. J. Raymond (directors), Fung Wa Chun, C. A. Tomes, A. Babington, T. Arnold, and R. Henderson (secretary).

The SECRETARY having read the notice calling the meeting,

The CHAIRMAN said—Gentlemen, with your permission we will follow the usual custom and take the report and accounts as read. The result of the year's work differs little from that of the previous 12 months, sales of rope being still curtailed by the high price of hemp. Our turnover in consequence was the smallest we have had during the past five years, and as stocks of rope accumulated we had to shut down the factory at intervals in order to work them off. At the present high price of Manila hemp it is of course hard work for us to compete with the inferior Japanese article, which is greatly adulterated with other fibres, but nevertheless we have done so and have even sold a fair quantity in Japan itself, the quality of our rope being admittedly much superior and worth a higher figure. Since the beginning of this year the Manila hemp market has weakened and we hope to see lower prices for the raw material in future. The high cost of this has, however, not been the only factor against us. It must be borne in mind that the shipping trade last year was and still is in a very depressed condition, a state of things that has a corresponding effect on the demand for such an article as rope. These are, however, but the ordinary fluctuations of trade which we have to expect. We have had our good years and must not complain when the lean ones come, and there is no reason that I can see why we should not still look forward with confidence to the future. If there are any questions, I shall be pleased to answer them before moving the adoption of the report and accounts.

There were no questions, and The CHAIRMAN formally made the motion.

Mr. FUNG WA CHUN moved the re-election of Messrs. Raymond, Brown and Lewis to the consulting committee.

Mr. ARNOLD seconded, and the motion was agreed to.

Mr. LEWIS moved the re-election of Messrs. T. Arnold and W. H. Potts as auditors.

Mr. BROWN seconded, and the motion was agreed to.

This was all the business.

Dividend warrants will be ready to-day on application to the general managers' offices.

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

ANNUAL MEETING.

The ordinary half-yearly general meeting of shareholders in the above Company was held at the offices, Bank Buildings, Wyldham Street, at noon on Saturday. The Hon. C. W. Dickson presided, and there were also present Hon. R. Shewan, Messrs. E. Gost, N. A. Siebs, C. Michela, F. A. Gomes (directors), Thomas Arnold (secretary), Captain G. C. Anderson, Captain W. E. Clarke, J. N. Goosmann, J. J. Leiria, J. R. Michael, E. J. Moes, W. H. Potts, A. H. M. Silva, A. G. Stokes, and H. C. Wilcox.

The notice calling the meeting having been read by the SECRETARY,

The CHAIRMAN said—Gentlemen, I propose that as usual the report and accounts be taken as read. Your directors are pleased to be again able to present a satisfactory statement of the six months' working, and trust that the proposed appropriation of profits will meet with your approval. It is perhaps doubtful whether we shall be able to show such good results in the immediate future, as the recent advent of several additional native-owned steamers to the Canton line has necessitated a material reduction of rates, while on the other hand the heavy fall in exchange has had the effect of largely increasing our running expenses. In order to hold our own, still further reductions may become necessary, so we can only rely upon a greater volume of business to maintain our earnings at their present level. The building of the new steamer *Kishan* is well on the way to completion, and it is the intention of your directors, in conjunction with the China Navigation Company, to organise daily service of three departures to and from Canton as soon as she is ready to take the run. The purchase of the wharf-sites at Canton has involved a rather considerable outlay, but in view of the contemplated more frequent arrivals and departures, additional wharfage facilities are an absolute necessity, and we may consider ourselves fortunate in having been able to acquire these properties. The West River trade, I am pleased to say, shows decided improvement, and the recent opening of several additional ports of call will, it is hoped, tend to a still further increase in this branch of our business. I do not think that there is anything in connection with the accounts which calls for special comment on my part. As you will have observed, the premium for the insurance risk carried by the Company is now passed direct to the credit of the depreciation and insurance fund instead of being treated as an available profit, and with regard to our investments I can only say that they remain in the usual sound and satisfactory condition, the shares standing well within their market value and the mortgages showing an ample margin on the sum advanced. As there is another meeting to follow this one I will not detain you with further remarks, but before proposing the adoption of the report and accounts as presented, I shall be pleased to answer any question in connection therewith which shareholders may wish to ask.

There were no questions, and on the motion of the CHAIRMAN, seconded by Mr. STOKES, the report and accounts as presented were adopted and passed.

Mr. MICHAEL then proposed that Mr. Michael's appointment as a director be confirmed. The proposition was seconded by Captain ANDERSON and agreed to unanimously.

Captain CLARKE moved, and Mr. WILCOX seconded, that Messrs. A. O'D. Gourdin and W. H. Potts be re-elected as directors. This motion was also carried without opposition.

The CHAIRMAN intimated that this closed the business of the meeting, and that dividend warrants would be ready on Monday (to-day).

Mr. MICHAEL—Before we separate, I should like to say a few words which, I feel sure, everybody here will endorse. I wish to express our appreciation of the valuable services rendered the Company by our secretary, Mr. Arnold. He has shown himself a very capable custodian of the shareholders' interests, and anybody who has come in contact with him will testify that we cannot have a better man. He is leaving shortly on a well-deserved leave, and I propose that the opportunity should be taken advantage of to present him with some souvenir, in any way that the directors may think fit, whether in the form of a cheque or otherwise, as a token of the shareholders' esteem and confidence. Shall I make a formal motion to this effect, Mr. Chairman, or leave the matter in your hands?

The CHAIRMAN—I think I may safely say on behalf of the members of the Board, that we all endorse everything you have said on the subject, and are very pleased that such a proposal has come from the shareholders in a body.

Mr. MICHAEL—Then I beg to propose that a handsome souvenir be given to the secretary, Mr. Arnold, whether in the form of a cheque or otherwise, as the directors may think fit for the valuable services rendered the Company. I hope somebody will second that.

Mr. STOKES—I have much pleasure in seconding that.

The CHAIRMAN—I think you may safely leave the matter in the hands of the directors.

Mr. MICHAEL—Certainly.

The CHAIRMAN—I take it, gentlemen, as there are no dissentients, you have all agreed to this proposal? (Applause).

Mr. ARNOLD—Gentlemen, I am very much obliged to you for what has been proposed by Mr. Michael and agreed to by you. It has come very unexpectedly to me, and I had no idea that any such motion would have been brought forward.

3,000 NEWSPAPERS

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THE WATSON'S PEN, for Easy Writing.

THE FLYING SCOTSMAN'S PEN, instead of a Quill.

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brought forward. I can only say that as long as I continue in the service of this Company no efforts will be spared on my part to merit the continuance of your patronage.

The proceedings then terminated.

An extraordinary meeting of the shareholders was afterwards held to consider a resolution in relation to the articles of association.

The CHAIRMAN—This extraordinary meeting has been called in order to put before you a resolution to alter the articles of association so as to admit of there being a maximum of nine instead of ten present directors, a change which your Board unanimously consider to be in the best interests of the Company and which they recommend. I beg to propose that the articles of association be altered in the manner following—(a) In Article (79) the word "nine" shall be substituted for the word "seven"; (b) in Article (88) the words "nine thousand" shall be substituted for the words "seven thousand."

Mr. SILVA seconded, and the motion was carried unanimously.

The CHAIRMAN—The confirmatory meeting will be held later on. I thank you, gentlemen, for your attendance.

CRICKET.

HILLS v. PLAINS.

After the difficulty experienced in raising teams for this match—as a matter of fact it was not until after a start had been made that the full complement of players could be mustered—it was satisfactory that this game should have turned out to be such an interesting and exciting one. Interesting it was in that good form was shown in both batting and bowling—the fielding as usual leaving much to be desired—and exciting it proved to be in that the Hills having scored 176 runs, the Plains, after losing 9 wickets for 101, gradually crept up to their opponents' total and eventually succeeded in making a tie of it.

The Hills won the toss and batted first. A good start was made and up to the fifth hour the hillmen had matters pretty much their own way. Radcliffe, Bird and Ferrier all showing good form and making useful scores. Ferrier was unlucky in the way he got out. He hit the ball, as he thought, to the boundary and quietly walked between the wickets; meanwhile the ball, which had not actually reached the boundary, was fielded, thrown in, and the wicket put down; and, of course, the poor Colonel had to go. It was unfortunate for him, as he was playing excellent cricket and looked like making a big score. After fifteen, as so often happens, a change came over the game and the rest of the hillmen were dismissed comparatively cheaply, the only men to make double figures being Elborough 17, Gray, 13, and Barby, who was playing as a substitute, 13. Elborough is a very recent arrival in the Colony but he at once proved himself to be an acquisition to the Cricket Club, and when he has got more used to the light and the ground he will doubtless give a very good account of himself. The Hills were eventually dismissed for the creditable total of 176, which might have been considerably less but for the poor fielding of the Plains. The ground fielding generally was very poor and several catches were missed. On the other hand, the brilliant catch by Mackenzie at point that dismissed Elborough must not be overlooked. Mackenzie, too, carried off the honours in bowling and did much better in this department than he had previously done this season, his analysis, 4 wickets for 20, being a very creditable one. There were many who thought the Hills' total too much for the Plains, and even up to the fall of the ninth wicket it looked odds on their winning. I think, however, to a brilliantly hit 61 of Bisset's, who made his runs out of the 80 scored while he was in, an useful innings of 15 by Alenby, 17 by Raymond, and 12 by Greenstock, the total of 176 was gradually approached. Still, when 9 wickets were down for 151, it certainly seemed as if the Hills would win. So well, however, did Gouldsmith hit and Dexter defend his wicket that, run by run, the Hills' total was approached, until, with the score all even, Gouldsmith was caught for an admirable 33. Thus a keen and exciting match ended in a tie. Dixon was by far the most successful of the Hills' bowlers and came out with the excellent analysis of 7 wickets for 49 runs, and it is worth noting that on each of the 7 occasions he found his way to the wicket. The day was a perfect one from a cricketer's point of view and was a delightful change after the weather that has been experienced lately. A fair number of spectators, including several ladies, watched the match with interest. The following are the scores and analyses:—

HILLS.	PLAINS.
Capt. Radcliffe, B.E., c. Alenby, b. Dal- trymple 31	Radcliffe, B.E., c. Alenby, b. Dal- trymple 31
E. O. Bird, c. Bisset, b. Mackenzie 34	E. O. Bird, c. Bisset, b. Mackenzie 34
C. P. Ferrier, A.P.D., run out, c. Mackenzie 23	C. P. Ferrier, A.P.D., run out, c. Mackenzie 23
G. F. Lammet, c. Punnnett, b. Mackenzie 9	G. F. Lammet, c. Punnnett, b. Mackenzie 9
J. F. Dixon (Capt.), c. Mackenzie, b. Green- stock 3	J. F. Dixon (Capt.), c. Mackenzie, b. Green- stock 3
A. C. E. Elborough, c. Mackenzie, b. Bisset 17	A. C. E. Elborough, c. Mackenzie, b. Bisset 17
T. C. Gray, b. Daltrymple 13	T. C. Gray, b. Daltrymple 13
W. R. Lammet, c. Daltrymple 12	W. R. Lammet, c. Daltrymple 12
Dr. Danby, A.M.L.I., c. Bisset, b. Mac- kenzie 19	Dr. Danby, A.M.L.I., c. Bisset, b. Mac- kenzie 19
P. T. Lambie, c. b. Mackenzie 8	P. T. Lambie, c. b. Mackenzie 8
I. E. Lammet, not out 7	I. E. Lammet, not out 7
Extras 22	Extras 22
Total 176	Total 176

PLAINS.	HILLS.
Dr. Danby, A.M.L.I., c. Bisset, b. Mac- kenzie 19	Dr. Danby, A.M.L.I., c. Bisset, b. Mac- kenzie 19
P. T. Lambie, c. b. Mackenzie 8	P. T. Lambie, c. b. Mackenzie 8
I. E. Lammet, not out 7	I. E. Lammet, not out 7
Extras 22	Extras 22
Total 176	Total 176

BOWLING ANALYSIS.

HILLS.	PLAINS.
Daltrymple 17	Daltrymple 17
Bisset 19	Bisset 19
Radcliffe 5	Radcliffe 5
Alenby 1	Alenby 1
Greenstock 7	Greenstock 7
Mackenzie 7	Mackenzie 7
PLAINS.	HILLS.
Bird 1	Bird 1
J. T. Dixon 21	J. T. Dixon 21
Lambie 5	Lambie 5
Gray 1	Gray 1
I. E. Lammet 3	I. E. Lammet 3
Lammet 3	Lammet 3

Owing to the fact that Saturday next is the "Off-day" of the races it is doubtful whether it will be possible to arrange a match, but members wishing to play are requested to write their names in the match-book, and if sufficient names are forthcoming, a game will be fixed.

CRAIGENGOWER C.C. v. SHERWOOD FORESTERS.

The return match between the above was played on Saturday at the Happy Valley, and ended in a win for Craigengower C.C. by 4 wickets and 110 runs. The following are the scores and analyses:—

CRAIGENGOWER C.C.	SHERWOOD FORESTERS.
M. H. Hartman, b. Brompton 34	M. H. Hartman, b. Brompton 34
J. L. Stuart, c. Kennedy, b. Westernman 47	J. L. Stuart, c. Kennedy, b. Westernman 47
E. Postonji, c. Kennedy, b. Westernman 10	E. Postonji, c. Kennedy, b. Westernman 10
J. P. Jordan, b. Westernman 27	J. P. Jordan, b. Westernman 27
M. E. Asger, c. Tucker, b. Kennedy 27	M. E. Asger, c. Tucker, b. Kennedy 27
J. D. Kinnaird, b. Fraser 18	J. D. Kinnaird, b. Fraser 18
B. Bass, not out 2	B. Bass, not out 2
L. A. Ross, not out 5	L. A. Ross, not out 5
A. E. Angus 0	A. E. Angus 0
A. A. Remondis, did not bat	A. A. Remondis, did not bat
F. Drude 8	F. Drude 8
Extras 8	Extras 8
Total (for 6 wickets) 103	Total (for 6 wickets) 103

PERGANTS, SHERWOOD FORESTERS.	CRAIGENGOWER C.C.
Brompton, b. Postonji 1	Brompton, b. Postonji 1
Tucker, c. M. E. Asger, b. Postonji 26	Tucker, c. M. E. Asger, b. Postonji 26
Westernman, b. Hartman 9	Westernman, b. Hartman 9
Fielding, c. Stuart, b. Postonji 4	Fielding, c. Stuart, b. Postonji 4
Murphy, c. M. E. Asger, b. Hartman 2	Murphy, c. M. E. Asger, b. Hartman 2
Fraser, b. Hartman 2	Fraser, b. Hartman 2
Artburn, b. Hartman 11	Artburn, b. Hartman 11
James, b. Hartman 2	James, b. Hartman 2
Hayes, b. Hartman 0	Hayes, b. Hartman 0
James, c. Hartman, b. Postonji 0	James, c. Hartman, b. Postonji 0
Kennedy, not out 4	Kennedy, not out 4
Extras 6	Extras 6
Total 56	Total 56

BOWLING ANALYSIS.

CRAIGENGOWER C.C.	SHERWOOD FORESTERS.
Kennedy 10	Kennedy 10
Fraser 7	Fraser 7
Fielding 6	Fielding 6
Westernman 3	Westernman 3
Brompton 3	Brompton 3
Extras 8	Extras 8
Total 37	Total 37

FOOTBALL.

SHIELD TIE—V.R.C. v. 78th CO., R.G.A.

In fine weather, and before a good turnout of spectators, these two teams met on Saturday to play their postponed tie in the first round of the Shield Competition. The sides were:—V.R.C.—Goal, Fittick; backs, R. Lapsley, (capt.), and G. Duncan; halves, J. Craik, J. Wicheol, and R. Henderson; forwards, H. A. Seth, A. Humphreys, E. R. Herton, H. S. Holmes, and H. W. Sayer.

78th Co.—Goal, Spindley; backs, Laughran and Boyle; halves, Smith, Ely, and Mooney; forwards, Catterall, Gibbin, Wells, Thom, and Riley.

Referee—Mr. Triggs. Losing the toss, the V.R.C. kicked off with the sun in their faces. They assumed the aggressive at the outset, and secured a corner, which was left unimproved. For quite five minutes they kept their opponents on the defensive, and when the R.A.'s did get away they were quickly pulled up for offside. Foul throws were frequent, both sides offending in this respect. The first incident worthy of note was a hard ground shot from Herton, which Spindley kicked clear. A little later Sayer struck one of the uprights with a good try from the wing. The R.A. custodian, who was kept on his mettle, played a sterling game, clearing some dangerous shots that but for his carelessness would have opened the scoring in favour of the V.R.C. The latter kept their ground pretty well clear, but a breakaway on the R.A.'s left followed by a corner on their right, put Fittick on the qui vive. Herton followed Holmes in an attempt to relieve, and succeeded in bringing the players to the other end of the field, where he outwitted the backs, and following up his own pass, recaptured the ball and found the inside of the net, the effort being deservedly applauded. 'He R.A. got a foul in V.R.C. ground near the centre-mark, but gained nothing' by the free kick and their opponents again clustered in uncomfortable proximity to Spindley, whose anxiety was played by the ball eventually going over the bar from Sayer's foot. The V.R.C. were again invading when the interval arrived, the score then standing—V.R.C., 0.

Resuming with a determination, apparently, to equalise, the R.A. forwards were down opposition and paid a call to Fittick, who kicked the first shot clear and saw the other rebound behind the net from the crossbar. The V.R.C. replied with a dash on their left wing which the R.A. defences negotiated. The ball then travelled along the Artillery's right, and whizzed across towards Fittick, who found it unnecessary to handle, the leather striking the side of the net. The game was now of a more equal character, and consequently of greater interest to the spectators, who applauded further exhibitions of skill on the part of Spindley in repelling attacks by the V.R.C. The former on-sided aspect of the game, however, soon made itself evident again, and coincidentally some "gallery" play on the part of Herton, who might have utilised his opportunities to the better advantage of his side. He regained favour, however, by a brilliant piece of single-handed work, taking the ball from mid-field to within easy shooting distance of the Artillery's goal, where he was blocked by and lost the leather to Boyle. Spindley next spilt closely a combining rush by Sayer, Humphreys, and Herton, this being one of the occasions when the V.R.C. did not leave all the work to one man. A little later a swift ball from Herton out to the corner of the cross-bar, and from the goal-kick the R.A. made a spur which also ended abortively in this case one of the uprights being struck. The R.A. were a poor lot, taking them all through, and with a less capable goalkeeper would have sustained a more crushing defeat than that represented in the result. It must be admitted, however, that they had hard luck in not scoring just on time, Fittick having to kick out an accurately placed shot from the left wing. Result—V.R.C., 1; 78th Co., R.G.A., 0.

GOERZ'S PATENT STEREO BINOCULAR COMBINES.

1. OPERA GLASS, MAGNIFYING 2½ TIMES.
2. FIELD GLASS, MAGNIFYING 3½ TIMES.
3. PHOTOGRAPHIC CAMERA FOR 24 SMALL PICTURES, TIME OR INSTANTANEOUS.

THE DEFINITION GIVEN BY THESE CAMERAS IS SO PERFECT THAT ENLARGEMENTS UP TO 10 BY 8 CAN BE MADE FROM THE NEGATIVES.

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ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 9th February, 1903.

LATE TELEGRAMS.

NEWS VIA SHANGHAI AND JAPAN.

GERMANY AND FRANCE.

London, 21st January.

Addressing the Reichstag, Count von Biliow highly complimented the French nation for its brilliant qualities and eminent services in the cause of civilisation. The Chancellor promised the House that it was his intention to carefully cultivate friendly relations with France.

VENEZUELAN AFFAIRS.

London, 21st January.

The Venezuelan revolutionists have attacked Coro. There was desperate fighting, lasting ten hours, but the result is not stated.

London, 23rd January.

The attack on the Fort at San Carlos was renewed yesterday, the fort replying. Vehement feeling has been generated in the United States by the events connected with the bombardment, and the leading journals are filled with denunciations of German action. The Germans are charged with exhibiting a truculent spirit and with having been guilty of an infraction of the rules of modern warfare.

Mr. Bowen, U.S. Minister to Venezuela, who is now in Washington to conduct negotiations on behalf of Venezuela, asserts that the situation is seriously jeopardised. A protest by the Washington Government is possible. All Venezuelans have been summoned to arms to repel the invasion.

Sixteen hundred German shells were fired. Half of the number mis-carried.

London, 24th January.

Baron von Richthofen, the German Minister for Foreign Affairs, has assured the Reichstag that the German commander is acting with due propriety and is only maintaining the honour of the German flag.

The people of the United States are exasperated. Secretary Hay has offered deterrent suggestions.

London, 26th January.

The German warships have withdrawn from the scene of the recent hostilities, and the contest has been suspended. The fort of San Carlos remained unconquered. A battle took place on Saturday in the vicinity of Puerto Cabello, and resulted in a victory for the revolutionists.

London, 28th January.

Competing French and American banks are offering to undertake the debts of Venezuela on the security of the customs. Negotiations for a settlement are proceeding satisfactorily. Germany declares that the Fort at San Carlos commenced hostilities.

London, 31st January.

It is stated at Washington that France has already sounded the United States, and ascertained that there is a strong resemblance between the American and French claims to preferential treatment, while the blockades are impairing the interests of both Powers.—N.C. D.N.

ALASKA.

London, 26th January.

An Anglo-American treaty for the definition of the Alaskan boundary has been signed. A Special Commission will determine the precise boundaries.

SOUTH AMERICA.

London, 26th January.

Bolivia and Brazil are disputing about a bit of territory adjoining Amazonas and hostilities are threatened.

TRADE ON THE BLUE NILE.

London, 29th January.

An expedition, splendidly equipped by Mr. J. W. McMillan, ironmaster of Detroit, Mich., U.S.A., is about to start for Abyssinia, whence it will proceed in June to descend the Blue Nile in steel pannels, to test the value of the river as a commercial waterway, with the view of diverting a portion of the traffic that now goes through Djibouti. The Anglo-Egyptian authorities, and the British Agent in Abyssinia, Lt.-Col. Harrington, are actively co-operating in the scheme.—N.C. D.N.

MOROCCO.

London, 30th January.

The Sultan's word is practically the only pledge given in connection with the new Morocco loan.—N.C. D.N.

PROGRESS IN THE SOUDAN.

London, 30th January.

Lord Cromer, in a speech at Khartoum promised to push forward with all speed the construction of the railway to Suakin, on the Red

Sea, which is essential to the development of the Sudan. The cost will be £2,500,000 sterling. Lord Cromer mentioned that there was some prospect of the discovery of coal to the south of Khartoum.

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

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The only office in China having European
taught workmen. Equal to Home Work
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Every Household Requisite. Depot for
Eastman's Kodak Films and Accessories;
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CHEONG LEE & CO., Furniture Store.
Established over 20 years. Importers and
Exporters, Teakwood, Furniture, Black-
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best and cheapest. 8, Queen's Road
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Navy Contractors, Sailmakers. Provision
and Coal Merchants. Sole Agents for
Hartmann's Refrigerator Com-
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makers, etc. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.,
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43 and 45, Des Voeux Road, Shipchandlers,
Sailmakers, Riggers, Commission Agents
and General Storekeepers, Sole Agents
for Shipwreck Commission (Grog-
gound Brand) and Blundell
Spence & Co.'s Commission.

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DROZ & CO.,
11, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts at moderate rates.

RACE HOLIDAYS

THE Undermentioned Banks will open for
the transaction of Public Business at
11 A.M. and close at 11.15 A.M. TO-MORROW
(TUESDAY), WEDNESDAY AND THURSDAY,
the 10th, 11th and 12th instant, respec-
tively.

For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

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LIMITED.

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Acting Manager, Hongkong.

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Hongkong Agency.

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For the IMPERIAL BANK OF CHINA,
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Manager.

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Manager.

For the RES OCHISESE BANK,
J. W. L. TAYLOR,
Representative in Hongkong.

For the GUARANTY TRUST COMPANY OF
NEW YORK.

E. P. GROS,
Acting Manager.

For the INTERNATIONAL BANKING
CORPORATION.

CHAS. E. SCOTT,
Manager.

Hongkong, 6th February, 1903. [44]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.
Absolutely Smokeless and Water-resisting.
The Best Nitro-powder in the World.
PRICE OF 12-Round CARTRIDGES:
Loaded with "Wild Powder"
Powder only, and 1 oz. of Shot.
Primrose Cases ... \$1.25
Paganini Cases ... 6.50
Lector Brass Cases ... 7.50

Apply to—WM. SCHMIDT & CO.,
Gunmakers, Hongkong.

Hongkong, 3rd July, 1902. [45]

NOTICE TO SUBSCRIBERS.

I BEG to notify that on and after the
1st JANUARY, 1903, the SUB-
SCRIPTION to the "HONGKONG DAILY
PRESS" will be as follows:—

PER QUARTER ... \$9
PER MONTH ... \$3

ALFRED CUNNINGHAM,
Manager.

Hongkong, 9th December, 1902. [332]

OREGON LUMBER.

THE Undersigned, being closely connected
with the leading MILLS at PORT-
LAND and PUGET SOUND, are always pre-
pared to book orders for any specifications at
LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1903. [18]

HOTELS

THOMAS' HOTEL.

NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has
been re-fitted after the style of a First
Class European Hotel, with rooms en suite and
single, furnished with every regard to perfect
comfort and convenience. The Hotel is in very
close proximity to the Principal Banks and
Shipping and Mercantile Offices.

MODERATE CHARGES.
Hongkong, 20th December, 1902. [10]

THE QUEEN'S HOTEL.

ELGIN ROAD, KOWLOON.

Three minutes' walk from the Steamer
Wharves, and seven minutes by Ferry-launch
from the City of Victoria.

A First-class Hotel with thirty-five very
Bedrooms.

Board and Residence:—
By the day ... From \$5 to \$7.00
month ... \$90 to \$120.00
for Married Couple ... \$180.00.

Everything of the Best.
Dinner Parties by Special Arrangement.
Billiards (Thursdays Match Table).
Most perfect culinary arrangements.
Food both in European and Eastern styles.

H. RUTTONJEE,
Proprietor.

Hongkong, 25th November, 1901. [3195]

HOTEL INTERNACIONAL.

THE MOST COMFORTABLE HOTEL
in Macao. Beautifully situated in Praya
Grande next to Government House.

Apply to—THE MANAGER.
Hongkong, 4th October, 1902. [31]

HING KEE HOTEL.

MACAO.

THIS First-class and well-furnished establish-
ment is pleasantly situated in the centre
of PRAYA GRANDE, facing south, with a
charming view of the sea on the front. Com-
fortable and well-furnished Bedrooms.
Cuisine Excellent. Prompt Attendance.

Terms very Moderate.
L. HING KEE, Proprietor.
Telephone address "HINGKEE" 14184.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1903.

TO-MORROW (TUESDAY), WEDNES-
DAY, THURSDAY AND SATURDAY
(OFF-DAY).

10th, 11th, 12th and 14th FEBRUARY.

TICKETS OF ADMISSION to the GRAND
STAND AND ENCLOSURE may be
obtained from Messrs. KELLY & WALSH, Ltd.,
or at the Gate. Price \$7 for the Meeting
(excluding the OFF-DAY), or \$3 per day.

Tickets for the OFF-DAY, \$2.
No one admitted without a Ticket to be
shown to the Ticket Inspector at the Gate.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [317]

HONGKONG JOCKEY CLUB.

THE STEWARDS request the pleasure of
the presence of the LADIES at the
GRAND STAND AND ENCLOSURE during the
Races on the 10th, 11th, 12th and 14th
instant.

An Enclosure will be reserved for Members
and Members' Wives and Families. Tickets for
which are being sent out with the Members'
Tickets.

All Tickets must be produced to gain
admission.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [418]

HONGKONG JOCKEY CLUB.

NO SERVANTS will be allowed inside the
ENCLOSURE of the RACECOURSE
during the Race Day WITHOUT TICKETS,
which can be had on application to the Under-
signed.

J. GRANT,
Secretary.

Hongkong, 4th February, 1903. [419]

HONGKONG JOCKEY CLUB.

NOTICE TO MEMBERS.

A ONE DAY'S RACE MEETING will be
held early in APRIL next, provided
sufficient entries are received.

Particulars and Conditions as to Programme
will appear later.

By Order, A. S. ANTON,
Acting Clerk of the Course.

Hongkong, 21st January 1903. [337]

THE TANJONG PAGAR DOCK

COMPANY, LIMITED.

SINGAPORE.

TO CONTRACTORS

THE TANJONG PAGAR DOCK COMPANY,
LIMITED, Singapore, is prepared to
receive TENDERS for the construction or
completion of a NEW GRAVING DOCK at
Keppel Harbour in Singapore, of the following
dimensions, viz:—

Length ... 400 feet.
Width at entrance, at low level ... 36 "

Depth on sill below H.W.O.S. ... 20 "

as shown in the Drawings and described in the
Specification.

Specification and Plans of the proposed
Dock may be seen at the Office of the Com-
pany in Singapore.

The Company does not bind itself to accept
the lowest or any Tender.

Tenders shall be for a cash payable in
Singapore, in Singapore currency.

Sealed Tenders addressed to the under-
signed, will be received up to the 26th day of
February, 1903.

By Order of the Directors,
W. O. NIVEN,
Secretary.

The Tanjong Pagar Dock
Company, Limited.

Singapore, 21st November, 1902. [3278]

AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.
Hongkong 3rd October, 1900. [36]

THE PERSIAN GULF.

Some of the English critics who demand to the
main conclusions of Captain Mahan's remark-
able article on the Persian Gulf in the Septem-
ber number of the *National Review* contend
that, as the Persian Gulf is an open sea to whose
shores Britain holds no territorial title, we could
not oppose the occupation of any part of it by
another Power acting in agreement with the
titular owners without the assumption on our
part of a privileged position in and of special
rights over its waters for which there would be
neither precedent nor justification. Such a
claim might indeed be unprecedented, writes
the *Times* special correspondent who has been
publishing a series of articles on the "Middle
East"; but so also are the circumstances of
the case. Though they have been exhaustively
set forth in Lord Curzon's *Persia*, they seem,
however, to be still but imperfectly appreciated
at home. Yet any one who has visited the
Persian Gulf and studied the peculiar position
we occupy there to-day, together with the
events which have led up to it, would, I think,
be puzzled to find even a distant parallel to it.
In what other sea has a Power with no territo-
rial title to its shores discharged for a whole
century all the duties which accompany terri-
torial ownership of the shores, and which, had
we not undertaken to discharge them, would
have remained undischarged? Or what Power
would have discharged them without seeking
a single exclusive advantage for itself in return
for the sacrifices of life and treasure which it
had thus incurred? If the Persian Gulf is to-
day in the fullest sense an open sea to which
the commerce and shipping of all nations have
liberty and security of access on any errand of
peace, it is so solely as the result of a century
of British effort. In the 17th and 18th cen-
turies the Persian Gulf was the arena of
successive conflicts between the early pioneers
of East Indian adventure—Portuguese,
Dutch, French, British; but at the
beginning of the 19th century the European
factories which they had in turn established at
different points of the coast had disappeared,
and a long period of internal turmoil in Persia
had reduced to a mere shadow the authority of
the only Oriental monarchy which had ever
exercised effective power on its shores. The
whole littoral north and south from the mouth
of the Tigris to the Indian Ocean was in the
hands of petty Arab rulers, who were either
independent tribal chieftains or yielded merely
some nominal allegiance. Almost all these
Arab tribes, settled from more or less remote
periods along the Gulf, had imported on to
its waters the predatory habits of the desert.
Their armed dhows roamed the Gulf and its
approaches, and had grown almost as formi-
dable to peaceful mariners as were ever the
Barbary corsairs. Of the magnitude of the
task upon which Great Britain entered when
she undertook to restore peace and order in
these lawless waters some idea may be gathered
from the fact that within little more than one
decade, between 1819 and 1821, besides the
naval forces constantly maintained in active
service, three large military expeditions, one
of them of 3,500 men, had to be despatched
from India before the Jowassi corsairs were
subdued and a decisive blow dealt to the
prestige and popularity of piracy. Several
decades more elapsed, however, before the
Arabs were taught to prefer the peaceful
ventures of trade and of pearl fishing to the
more exciting pursuits of slave-raiding and
buccannery. Even now it requires the vigi-
lance of the ubiquitous British gunboat to
prevent sporadic outbreaks of the old preda-
tory instinct, for though both Persia and
Turkey have been prompt enough to take
advantage of the work of pacification done by
British hands along the coast and to demand
recognition of their authority from the
tribes whose powers of armed resistance we had
already broken, neither of them has been able
or willing to afford the slightest effective co-
operation in securing the peace of the sea. To
the present day not only is every merchantman
that plies for trade, whatever his flag may be,
indebted to the police-work patiently accom-
plished by generations of British ships for that
peaceful access to peaceful markets which he
now enjoys as a matter of course, but he owes
equally to their labours everything that has been
done to diminish the natural perils and diffi-
culties of navigation. The only surveys upon
which the greater part of his charts have been
compiled have been carried out by the British
Navy or the Indian Marine. A British com-
pany, the British Indian Steam Navigation, has
laid the only buoys which mark practical
channels and safe anchorages, and keeps up
the only beacons which yet light the
chief roadsteads. The Indian Govern-
ment have laid and maintained the only
cables by which communication can be had with
the outer world. When a Russian man-of-war
visits Bandar Abbas to study the possibility of
converting it into another Port Arthur, when a
French squadron goes to Anasut to intimidate
one of our oldest allies into the cession of a
coaling station, or when German engineers
come down to the Gulf to prospect for a
terminus to the Baghdad railway, they are each
and all drawing upon the accumulated work of
British pioneers in the sea-strewn and inhospit-
able waters. It is above all the *post Britannica*
we have invariably established on land and on
water up and down the whole coast which has
restored, with the industries of peace, whatever
measure of prosperity the native population now
enjoys, and revived the internal and external
trade in which the enterprise of all nations is
free to take a share.

It is impossible to estimate the actual cost in
money and in blood at which that *post Britannica*
has been established, but, when one considers
the naval expenditure it has annually involved
for over a hundred years, the military expedi-
tions which it has from time to time neces-
sitated, the political establishments whose work
largely consists in securing the observance of
the many covenants and treaties under which
the tribes have been bound over to us to keep the
peace or voluntarily refer their local differences
to us for arbitration and settlement, and last,
but not least, the heavy and often unobtainable
strain to which the climate of one of the hottest
regions in the world subjects the constitution
of European residents, the cost must unques-
tionably have been very great. Yet, great as
it has been, we have derived no material advan-
tages for ourselves beyond those which British
trade and British shipping can reap from the
freedom and security of commerce and naviga-
tion in open competition with the rest of the
world; we have claimed no direct compensation,
no exclusive privileges; we have not only
refrained from turning to account the absence
of any effective authority along the coast in
order to make territorial acquisitions for our-
selves, but, perhaps with more generosity than
wisdom, we have tolerated, and even encour-
aged, the establishment of effective authority by both
Turkey and Persia without any guarantee that
it might not be eventually used to our detriment.

We have acted in this matter solely under a
self-denying ordinance, for the opportunities we
have had in the course of the last hundred years
for giving a territorial sanction to the authority
we have exercised in the waters of the Persian
Gulf have been unlimited. In fact, as one
travels down the Gulf one passes point after
point which we have occupied at some time or
other during the last century, but not one of
them have we retained after the necessity for
temporary occupation appeared to have passed away.

HIGH TREASON.

A correspondent writes to the *Times*:—"I
observe at the preliminary proceedings of the
Lynch trial the Lord Chief Justice, in charging
the grand jury, remarked:—'It was, he thought,
62 years since a grand jury in England had been
called upon to deal with a charge of high treason.'
As a matter of fact, however, the last occasion
was at Reading Assizes in April, 1841, when a
man named Roland Maclean was com-
pelled to stand trial for high treason. His
life Queen. Possibly it may not be inap-
propriate to mention that not since 1841 has the
full penalty been imposed, and carried into
execution in England, for high treason, when
in May of that year Thistlewood and four other
conspirators forfeited their lives in front of
the Old Bailey." Sir Harry Poland, K.C.,
however, replied to this letter as follows:—"Your
correspondent T. M. T., in the
Times of to-day, states that the Lord Chief
Justice, in charging the grand jury in Lynch's
case, remarked:—'It was, he thought, 62 years
since a grand jury in England had been called
upon to deal with a charge of high treason.'
He then proceeds to correct the Lord Chief
Justice by referring to Maclean's case, which
was a case of high treason tried at Reading
Assizes in April, 1842. Will you allow me to
point out 'as a matter of fact' that T. M. T.
has misrepresented (no doubt unintentionally)
what the Lord Chief Justice really said? I
find, on referring to the *Times* of December 29,
that 'The Lord Chief Justice, in the course of
his charge to the grand jury, said it was some
62 years since a grand jury of London had had
to deal with a charge of high treason.' The
Lord Chief Justice was perfectly correct in
what he stated, as he clearly had in his mind
Oxford's case, which was a case of high treason
tried at the Central Criminal Court in July,
1840. Every English lawyer is well acquainted
with Maclean's case, which was much discussed
in legal circles at the time in consequence of
Sir Charles's Government having determined
to have the prisoner tried for high treason
instead of on a minor charge, and also in con-
sequence of the special arrangements which had
to be made for a State trial before the two
Judges of Assize, Lord Chief Justice Coleridge
and Mr. Baron Huddleston.

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1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

ORIGIN	VESSEL'S NAME	FLAG & REG.	PORT	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, via MARSEILLES	TELEMACUS	Brit. str.	—	C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	Tomorrow.
LONDON, via PORTS OF CALL	COLOMANDEL	Brit. str.	—	—	P. & O. S. N. Co.	On 14th inst. at Noon.
LONDON	COLOMANDEL	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP via SINGAPORE, &c.	GLENGYLE	Brit. str.	—	W. Hayward	P. & O. S. N. Co.	On 18th inst. at Noon.
LONDON & ANTWERP via GENOA	GLENGYLE	Brit. str.	—	T. Darke, R.N.R.	McGREGOR BROS. & CO.	On 25th inst.
LONDON via GENOA	DIOMED	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 3rd March.
LONDON	MACHAON	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 17th March.
LIVERPOOL	GLAUCUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st March.
MARSEILLES, &c., via PORTS OF CALL	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
MARSEILLES, LONDON & ANTWERP v. S. POPE, &c.	KINTUCK	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th March.
MARSEILLES & ANTWERP	SALAZIE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th March.
BREMEN v. via PORTS OF CALL	SANUKI MARU	Jap. str.	2 m.	W. Townsend	MESSAGERIES MARITIMES	On 1st inst. at Daylight.
HAVRE, BREMEN & HAMBURG	STUTTGART	Ger. str.	2 m.	—	NIPPON YUSEN KAISHA	On 18th inst. at Noon.
HAVRE & HAMBURG	WURZBURG	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
HAVRE & HAMBURG	C. FRED. LAEISE	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 20th inst.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 24th March.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE, COPENHAGEN & BALTIC PORTS.	SAMBIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 21st April.
TRIESTE, &c., via SINGAPORE, &c.	KOREA	Rus. str.	—	—	MELCHERS & CO.	On or about 24th inst.
NEW YORK via SUEZ CANAL	AUSTRIA	Aus. str.	—	—	SANDER, WIELE & CO.	On 17th inst. at Noon.
NEW YORK via SUEZ CANAL	INDRADEO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On or about 14th inst.
NEW YORK via SUEZ CANAL	GIBRALTAR	Brit. str.	—	—	SHEWAN, TOMES & CO.	About 25th inst.
VANCOUVER, via SHANGHAI, &c.	SHIMOSA	Brit. str.	2 m.	—	DODWELL & CO. LD.	On 11th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 25th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.	—	NIPPON YUSEN KAISHA	On 17th inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	SHAWMUT	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ACHILLE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at 4 p.m.
PORTLAND, OREGON	IYO MARU	Jap. str.	2 m.	—	PORTLAND & ASIATIC S.S. CO.	On 25th inst.
AUSTRALIAN PORTS	INRAPURA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 16th inst.
AUSTRALIAN PORTS	TAINAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at 4 p.m.
YOKOHAMA & KOBE	KASUGA MARU	Jap. str.	—	—	GIBB, LIVINGSTON & CO.	On 11th inst.
YOKOHAMA & KOBE	EMPIRE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On or about 22nd inst.
YOKOHAMA & KOBE	CHANGSHA	Brit. str.	—	—	P. & O. S. N. Co.	On 24th inst. at Noon.
YOKOHAMA & KOBE	CANDIA	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 13th inst. at Daylight.
YOKOHAMA & KOBE	BOMBAY MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
YOKOHAMA & KOBE	KAMAKURA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
YOKOHAMA & KOBE	INABA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On or about 9th inst.
YOKOHAMA & KOBE	KUMANO MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 15th inst.
YOKOHAMA & KOBE	ANNAM	Fren. str.	—	—	P. & O. S. N. Co.	On 15th inst.
YOKOHAMA & KOBE	HONGKONG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst.
YOKOHAMA & KOBE	BENGAL	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst.
YOKOHAMA & KOBE	HUNAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 11th inst.
YOKOHAMA & KOBE	DAI NIPON MARU	Jap. str.	1 m.	—	DOUGLAS LAURENCE & CO.	On 14th inst.
YOKOHAMA & KOBE	ANPING MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	THALES	Brit. str.	—	—	TOYO KISEN KAISHA	On 14th inst.
YOKOHAMA & KOBE	KAI ONG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst.
YOKOHAMA & KOBE	ST. GEORGE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	RUDI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On 14th inst.
YOKOHAMA & KOBE	TAINAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 14th inst.
YOKOHAMA & KOBE	ZAFIRO	Brit. str.	2 m.	—	SHEWAN, TOMES & CO.	On 14th inst.
YOKOHAMA & KOBE	KUMANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 14th inst.
YOKOHAMA & KOBE	CAPHI	Ital. str.	—	—	CARLOWITZ & CO.	On 14th inst.
YOKOHAMA & KOBE	KAGOSHIMA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 24th inst. at Noon.

SHIPPING.

ARRIVALS.
Feb. 7, GOMATH, British battleship, 12,950, P. H. Henderson, Singapore via Mira Bay 4th February.
Feb. 7, THALES, British str., 820, A. G. Robson, Swatow 6th Feb. General—DOUGLAS LAURENCE & CO.
Feb. 8, AMERICA MARU, Jap. str., 6,307, P. H. Goring, San Francisco 6th Jan. Mails and General—TOYO KISEN KAISHA.
Feb. 8, ANPING MARU, Japanese str., 1,058, I. Goto, Fuchow 5th Feb. General—OSAKA SHOSHEN KAISHA.
Feb. 8, CAPRI, Italian str., 2,717, Giuseppe Belsio, Bombay and Singapore 31st Jan. Mails, Cotton and General—SANDER, WIELE & CO.
Feb. 7, CHIKIANG, British str., from Canton. Feb. 8, PRINCE OF NORWICH, str., 801, Haroldson, Hongkong 6th Feb. General—SANDER, WIELE & CO.
Feb. 7, HANGCHOW, British str., from Canton. Feb. 8, 18th, CHINA, U.S. gunboat, 430, Taylor, Manila 3rd February.
Feb. 8, KAPONA, British str., 1,024, G. H. Pennington, Cuba 29th Jan. and Hilo 4th Feb. Hump—BUTTERFIELD & SWIRE.
Feb. 8, RAINBOW, U.S. gunboat, 6,000, Sperry, Cavite 3rd February.
Feb. 8, SELUS, Norwegian str., 865, O. W. Sinding, Swatow 7th February. General—SANDER, WIELE & CO.
Feb. 8, VAL OF DOON, British barque, 690, Peterson, Rangoon 24th Jan. Timber—SANDER, WIELE & CO.
Feb. 8, YUNNAN, British str., from Canton.

CLEARANCES.

A. THE HARBOUR MASTER'S OFFICE.
7th February.
Clara Jensen, German str., for Saigon.
Daichi Maru, Japanese str., for Swatow.
Glenogle, British str., for London.
Hail u, British str., for Swatow.
Hailan, French str., for Hanoi.
Knapet, French str., for Hongkong.
Lightning, British str., for Singapore.
Petchaburi, German str., for Bangkok.
Pleades, British str., for Saigon.
Quanta, German str., for Saigon.
Saham, British str., for Swatow.
Pachidoo, German str., for Swatow.
Panta Maru, Japanese str., for Singapore.
Triumph, German str., for Haiphong.

DEPARTURES.

7th February.
AN FRO, British str., for Saigon.
BINH-HUAN, French str., for Saigon.
HABSA, German cruiser, for Amoy.
HOBANO, British str., for Hongkong.
KWANGSE, British str., for Canton.
KWEIYANG, British str., for Manila.
LIGHTNING, British str., for Calcutta.
PETCHABURI, German str., for Bangkok.
PRENANG, German str., for Bangkok.
PRELATES, British str., for Tacoma.
PREUSSEN, German str., for Shanghai.
QUANG NAM, French str., for Saigon.
SEACHOEN, German str., for Amoy.
TACHOW, German str., for Swatow.
TAMBA MARU, Japanese str., for London.
8th February.
CLARA JENSEN, German str., for Saigon.
DAI CHI MARU, Japanese str., for Swatow.
DAI YU MARU, Japanese str., for Saigon.
GLENGYLE, British str., for London.
HAILAN, British str., for Swatow.
HOHMO, French str., for Hanoi.
KAPOR, French str., for Hongkong.
QUANTA, German str., for Saigon.
S-SHAN, British str., for Swatow.
TRIUMPH, German str., for Haiphong.

VESSELS IN DOCK.

6th February.
ABERDEEN DOCKS.—Nanshan, Ty. Kowloon DOCKS.—H. G. M. S. 11th, Kin-shan, Vigilante, Heinrich Menzel, Compania de Filipinas, Sherman, Hanoi, Sangkian, Seward, Chuen Tiao, Holsen.
COSMOFOLAN DOCK.—Hankow.
SHIPPING REPORTS.
The British steamer *Thales*, from Swatow 6th Feb., had light N.E. wind, moderate swell and fine, clear weather. Vessel in Swatow—*Tainan*. The British steamer *Kailong*, from Cebu 29th Jan. and Hilo 4th Feb., had moderate to light N.E. winds and fine, clear weather, smooth sea to Cape Napiens; thence to port strong monsoon and overcast with high N.E. sea.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE. ON MONDAY, the 9th February, 1903, at 1 p.m., the Company's Steamship "SALAZIE," Captain Aubert, will leave this

Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 25th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM," Captain Girard, will be despatched for the above ports on or about MONDAY, the 9th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 4th February, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above on or about MONDAY, the 9th inst. at 10 a.m.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd February, 1903.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

R.M.S.	NAME	Tons	DATE	TIME
R.M.S.	"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 11th Feb.	4.45 P.M.
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 25th Feb.	4.45 P.M.
R.M.S.	"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th Mar.	4.45 P.M.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 18th Mar.	4.45 P.M.
R.M.S.	"EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 1st April	4.45 P.M.
R.M.S.	"EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April	4.45 P.M.
R.M.S.	"TARTAR"	4,425 Tons	WEDNESDAY, 6th May	4.45 P.M.
R.M.S.	"EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 13th May	4.45 P.M.
R.M.S.	"ATHENIAN"	3,882 Tons	WEDNESDAY, 27th May	4.45 P.M.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey as compared with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent.

NORTHERN PACIFIC STEAMSHIP CO BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Captain.	Tons.	Sailing Date.
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SHAWMUT	W. M. Smith	9,606	February 17th
LYRA	—	4,417	March 10th
VICTORIA	J. Panten	3,502	March 17th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

Hongkong, 26th January, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

TEAMERS.	DESTINATIONS.	SAILING DATES.
WURZBURG	HAVRE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 15th Feb. Freight & Passengers.
C. FRED. LAEISE	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 26th Feb. Freight.
BAMBERG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 10th Mar. Freight.
Capt. Kirchner	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 24th Mar. Freight.
ANDALUSIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 7th April. Freight & Passengers.
KONIGSBERG	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 21st April. Freight.
SAMBIA	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 21st April. Freight.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	COROMANDEL	Noon, 14th Feb.	See Special Advertisement.
SHANGHAI	C. D. Bennett, R.N.R.	February	Freight or Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BENGAL	On 15th Feb.	Freight or Passage.
YOKOHAMA, via SHANGHAI, NAGASAKI, MOJI and KOBE	A. L. Valentini	Noon, 18th Feb.	Freight only.
(Passing through the Inland Sea)	CANDIA	About 22nd Feb.	Freight only.

PASSENGER SEASON 1903. For MARSEILLES, PLYMOUTH and LONDON DIRECT } MALTA, 6,064 Tons, 23rd March. WITHOUT TRANSHIPMENT. For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th February, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
RIOJUN MARU	VICTORIA, B.C., and SEATTLE (U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA)	TUESDAY, 10th Feb. at 4 p.m.
KAMAKURA MARU	KOBE and YOKOHAMA	FRIDAY, 13th Feb. at DAYLIGHT.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 21st Feb. at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 24th Feb. at NOON.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 24th Feb. at NOON.
IYO MARU	VICTORIA, B.C., and SEATTLE (U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA)	TUESDAY, 24th Feb. at 4 p.m.
INABA MARU	KOBE and YOKOHAMA	FRIDAY, 27th Feb. at DAYLIGHT.
KUMANO MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 27th Feb. at NOON.
KASUGA MARU	SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 27th Feb. at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road. A. S. MIHARA, Manager.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
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OCEAN STEAM SHIP CO., LD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"CHINGWO"	On 8th February.
GLASGOW and LIVERPOOL	"MACHAON"	On 11th February.
GLASGOW and LIVERPOOL	"NESTOR"	On 14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 17th February.
GLASGOW and LIVERPOOL	"KINTUCK"	On 24th February.
GLASGOW and LIVERPOOL	"GLAUCUS"	On 6th March.

FOR	STEAMERS	TO SAIL
LONDON via MARSEILLES	"TELEMACHUS"	On 10th February.
LONDON	"PROMETHEUS"	On 17th February.
LONDON via GENOA	"DIOMED"	On 3rd March.
LONDON	"MACHAON"	On 17th March.
LONDON	"GLAUCUS"	On 31st March.

LIVERPOOL BERTH.	DATE
(Taking Cargo at London Rates.)	
"DARDANUS"	On 21st February.
"KINTUCK"	On 29th March.

MARSEILLES and ANTWERP	DATE
"PYRRIUS"	On 28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"ACHILLES"	On 21st February.
The S.S. "CHINGWO" left Singapore on the 2nd inst., and is expected here on the 5th inst.		
The S.S. "TELEMACHUS" left Shanghai on the 7th inst., and is due here on the 10th inst., A.M.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th February, 1903.

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CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	On 9th February.
SHANGHAI	"HANGCHOW"	On 9th February.
YOKOHAMA and KOBE	"CHANGSHA"	On 11th February.
MANILA	"SUNGKIANG"	On 12th February.
CEBU and ILOILO	"KAIFONG"	On 14th February.
MANILA	"TSINAN"	On 16th February.

PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

See Special Advertisement.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 9th February, 1903.

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OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI, VIA SWATOW	"DAIJIN-MARU"	SUNDAY, 15th February.
AND AMOY	T. Ogata	February.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 11th February.
AND AMOY	I. Goto	February.

The Co.'s new Steamers are specially designed for the coast trade of South China and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsai to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.
Hongkong, 4th February, 1903.

T. ARIMA, Manager.

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PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via MOJI, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAPURA"	4,899	A. E. Hollingsworth	February 25, 1903
"INDRASAMHA"	5,197	H. P. Craven	March 16, 1903
"INDHARELLI"	4,899	W. E. Craven	April 16, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 27th January, 1903.

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HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila Direct.	On 13th Feb., at Noon.
ZAFIRO	2540	R. Rodger	Manila Direct.	On 20th Feb., at Noon.
PEBLA	1980	J. McGinty		
DIAMANTE	1980	A. H. Noley		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th February, 1903.

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TOYO KISEN KAISHA MANILA LINE.



REGULAR SERVICE
BETWEEN HONGKONG AND
MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
ROSETTA MARU	N. Tate	3876	Tuesday, 10th February, at Noon.
ROHILLA MARU	E. P. Bishop	3869	Saturday, 14th February, at Noon.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 9th February, 1903.

K. NAKASHIMA, Manager.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."
Captain Buller, will be despatched as above on THURSDAY, the 12th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th February, 1903. [455]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Balatino United Companies.)

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS to CALAIO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"CAPRI"
Captain Belsito, will be despatched as above on FRIDAY, the 13th inst., at Noon.

At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd February, 1903. [4]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BARATIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship
"COROMANDEL"
Captain C. D. Bennett, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 14th February, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd February, 1903. [1]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship
"GIBRALTAR"
Captain D. Morris, will be despatched for the above ports on or about SATURDAY, the 14th February.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 9th January, 1903. [28]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEDLAND (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship
"AUSTRIA"
Captain Colledani, will be despatched as above on TUESDAY, the 17th February, P.M.

The Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Buildings.
Hongkong, 5th February, 1903. [221]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer
"KOREA"
Captain Pennits, will leave for the above ports on or about the 24th inst.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 7th February, 1903. [456]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship
"INDRADEO"
Captain Esterbrook, will be despatched as above on or about the 10th February.

For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 8th January, 1903. [198]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP, via GENOA.

THE Steamship
"GLENGYLE"
Captain T. Dargatzis, will be despatched as above on WEDNESDAY, the 25th inst.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Hongkong, 5th February, 1903. [433]

REGULAR SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"SHIMOSA" ... About 28th February.

"THORDIS" ... 15th March.

For Freight and further information, apply to

DODWELL & CO. LD.,
Agents.

Hongkong, 4th February, 1903. [3494]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship
"EMPIRE"
Captain McArthur, will be despatched as above on THURSDAY, the 5th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 6th February, 1903. [447]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT, FIRST CLASS ACCOMMODATION, UNRIVALLED TABLE, DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE
AGENTS.
Hongkong, 9th January, 1901. [208]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"
Daily Departures from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2.30 P.M., Sunday included.
1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Stewards, \$9.50.
Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. H. S. N. Company's Wharf.
For Freight, &c., apply to—
SAM WANG & CO., LD.,
81, Queen Road Central.
Hongkong, 31st January, 1901. [392]

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

DEANS OF OUTPUT AND QUALITY IN THE WORLD.

This Beer is brewed of best Saner Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [374]

NOTICES TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE
NORDDEUTSCHER LLOYD.
HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.
The Steamship
"PREUSSEN,"
OF THE NORDDEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. To-day, the 6th February.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 14th February will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 16th February, at 9.30 A.M.

All Claims must reach us before the 13th February, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 6th February, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer
"DIOMED"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 3rd instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 9th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 5th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 2nd February, 1903. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENOGLE,"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LD.,
Agents.
Hongkong, 2nd February, 1903. [7]

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

DINNEFORD'S MAGNESIA

MAGNESIA

GOLD MEDAL, Health Exhibition, London.

The British Medical Journal says—
"Benger's Food" has by its excellence established a reputation of its own."

The Lancet says—
"Mr. Benger's admirable preparation."

The London Medical Record says—
"It is invaluable."

This delicious, highly nutritive, and most easily digested Food has been very successfully used in England for many years in the rearing of infants, and by those whose digestive powers have been weakened by illness or age. It may now be obtained in sealed Tins of Chemists, etc., throughout the Colonies and Abroad, and will prove a boon to Mothers and Nurses.

BENGER'S

FOOD FOR INFANTS, INVALIDS, and the AGED.

Proved by experience.

Three-quarters of a century before the Public and constantly growing in appreciation

van Houten's

Cocoa

PURE SOLUBLE

is to-day The Standard Cocoa of the World. Exquisite in flavor, highly nourishing and refreshing, experience proves it to be

The Best of all Cocoas.

Sole Agents.

Hongkong, 25th July, 1902.

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POST OFFICE NOTICES.

Parcel Mail for Europe, &c., per *S. Coromandel*, will close at 3 p.m., on Friday, the 13th inst. The *Aranda*, with the French Mail, will leave on or about Monday, the 9th inst. This Packet brings replies to letters despatched from Hongkong on the 6th December.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton	Hongkong	Monday, 9th, 7.30 A.M.
Europe, &c., India via Taticorin	Satara	Monday, 9th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
Macao	Hongkong	Monday, 9th, 1.15 P.M.
Shanghai	Hongkong	Monday, 9th, 3.00 P.M.
Ningpo and Shanghai	Hongkong	Monday, 9th, 4.00 P.M.
Nantao	Hongkong	Monday, 9th, 5.00 P.M.
Kobe	Hongkong	Monday, 9th, 5.00 P.M.
Kanchook and Samshui	Hongkong	Monday, 9th, 5.00 P.M.
Qanton	Hongkong	Monday, 9th, 5.00 P.M.
Ningpo and Shanghai	Hongkong	Monday, 9th, 5.00 P.M.
Manila	Hongkong	Tuesday, 10th, 9.00 A.M.
Swatow	Hongkong	Tuesday, 10th, 9.00 A.M.
Manila	Hongkong	Tuesday, 10th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Coptic	Monday, 9th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	Riggin Maru	Tuesday, 10th, 3.00 P.M.
Shanghai	Esang	Wednesday, 11th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and VANCOUVER (B.C.)	Empress of India	Wednesday, 11th, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Yokohama and Kobe	Chingha	Wednesday, 11th, 2.00 P.M.
Singapore, Penang and Calcutta	Kunming	Thursday, 12th, 11.00 A.M.
Manila	Singhaing	Thursday, 12th, 3.00 P.M.
Singapore, Penang and Bombay	Capri	Friday, 13th, 11.00 A.M.
Manila	Rubi	Saturday, 14th, 11.00 A.M.
EUROPE, &c., India via Taticorin	Catmandul	Monday, 9th, 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		

TO-DAY.

Sale, Anti-Corrosive and Anti-Fouling Paints, Scales, Rooms, Messrs. Hughes & Hough, 1 a.m. Polaris Lilliput Opera Co. Theatre Royal, 9 p.m.

TO-MORROW.

Hongkong Races first day.

COMMERCIAL.

CLOSING QUOTATIONS.

10th February.	
1. LONDON.	
Telegraphic Transfer	1.41
Bank Bills, on demand	1.41
Bank Bills, at 30 days sight	1.41
Bank Bills, at 60 days sight	1.41
Bank Bills, at 90 days sight	1.41
Credit, at 4 months sight	1.41
Documentary Bills, 4 months sight	1.41
2. PARIS.	
Bank Bills, on demand	1.92
Credit, at 4 months sight	2.00
3. GERMANY.	
On demand	1.61
4. NEW YORK.	
Bank Bills, on demand	1.38
Credit, at 60 days sight	1.39
5. HONGKONG.	
Telegraphic Transfer	1.16
Bank, on demand	1.16
6. CALCUTTA.	
Telegraphic Transfer	1.16
Bank, on demand	1.16
7. SHANGHAI.	
Bank, at sight	7.31
Credit, at 30 days sight	7.32
8. YOKOHAMA.	
On demand	7.61
9. MANILA.	
On demand	Par.
10. SINGAPORE.	
On demand	1 p. p.m.
11. BANGKOK.	
On demand	1 p. p.m.
12. HAIKOW.	
On demand	1 p. p.m.
13. SAIGON.	
On demand	1 p. p.m.
14. BANGKOK.	
On demand	67
15. YOKOHAMA, Bank's Buying Rate	812.72
16. BANGKOK, Bank's Buying Rate	816.80
17. SINGAPORE, Bank's Buying Rate	817.10
18. MANILA, Bank's Buying Rate	817.10
19. SHANGHAI, Bank's Buying Rate	817.10
20. YOKOHAMA, Bank's Buying Rate	817.10
21. SINGAPORE, Bank's Buying Rate	817.10
22. MANILA, Bank's Buying Rate	817.10
23. SHANGHAI, Bank's Buying Rate	817.10
24. YOKOHAMA, Bank's Buying Rate	817.10
25. SINGAPORE, Bank's Buying Rate	817.10
26. MANILA, Bank's Buying Rate	817.10
27. SHANGHAI, Bank's Buying Rate	817.10
28. YOKOHAMA, Bank's Buying Rate	817.10
29. SINGAPORE, Bank's Buying Rate	817.10
30. MANILA, Bank's Buying Rate	817.10
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32. YOKOHAMA, Bank's Buying Rate	817.10
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34. MANILA, Bank's Buying Rate	817.10
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36. YOKOHAMA, Bank's Buying Rate	817.10
37. SINGAPORE, Bank's Buying Rate	817.10
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39. SHANGHAI, Bank's Buying Rate	817.10
40. YOKOHAMA, Bank's Buying Rate	817.10
41. SINGAPORE, Bank's Buying Rate	817.10
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43. SHANGHAI, Bank's Buying Rate	817.10
44. YOKOHAMA, Bank's Buying Rate	817.10
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88. YOKOHAMA, Bank's Buying Rate	817.10
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91. SHANGHAI, Bank's Buying Rate	817.10
92. YOKOHAMA, Bank's Buying Rate	817.10
93. SINGAPORE, Bank's Buying Rate	817.10
94. MANILA, Bank's Buying Rate	817.10
95. SHANGHAI, Bank's Buying Rate	817.10
96. YOKOHAMA, Bank's Buying Rate	817.10
97. SINGAPORE, Bank's Buying Rate	817.10
98. MANILA, Bank's Buying Rate	817.10
99. SHANGHAI, Bank's Buying Rate	817.10
100. YOKOHAMA, Bank's Buying Rate	817.10

OPTIUM.

Quotations are: Allow's not to 1 cent.

Malaya New	to	to
Malaya Old	to	to
Malaya V. Old	to	to
Perian fine quality	to	to
Perian extra fine	to	to
Patna New	to	to
Patna Old	to	to
Patna New	to	to
Patna Old	to	to

VESSELS EXPECTED.

THE FRENCH MAIL.	
The M.M. steamer <i>Aranda</i> left Saigon on the 6th inst. at 5 p.m., for this port.	
THE INDIAN MAIL.	
The Indo-China steamer <i>Namang</i> left Calcutta for this port via the Straits on the 1st inst., and may be expected here on the 13th inst.	
The steamer <i>Catherine</i> left from Calcutta, left Singapore for this port on the 5th inst., p.m.	
THE AMERICAN MAIL.	
The P.M. steamer <i>Korea</i> left San Francisco for this port via Honolulu, &c., on the 20th ult.	
The T.K.K. steamer <i>Hongkong</i> Maru left San Francisco on the 5th inst. for this port, via usual ports of call.	
THE CANADIAN MAIL.	
The C.P.R. steamer <i>Empress of Japan</i> left Vancouver on the 26th ult., p.m., for Hongkong via the usual ports of call.	
RECENT STRAITS.	
The C.M. steamer <i>Ching Wo</i> left Singapore on the 2nd inst.	
The "Glen" Line steamer <i>Glenlivet</i> left Singapore on the 3rd inst., a.m., and is due here to-day.	
The E. & A. steamer <i>Empire</i> left Manila on the 6th inst., at midnight, and may be expected here to-day, at daylight.	
The N.D.L. steamer <i>Landberg</i> from Hamburg, left Singapore for this port on the 4th inst., a.m., and may be expected here to-morrow.	
The U.S.S. steamer <i>Telanabas</i> left Shanghai on the 7th inst., and is due here to-morrow, a.m.	

JOINT STOCK SHARES.

Hongkong, 7th February.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong & Shanghai	\$125	\$170, sales
Nat. Bank of China	24	\$22, buyers
A. Shares	28	\$22, buyers
Four Shares	21	\$21, buyers
Bell's A. Shares	21	\$21, buyers
Campania, Mexico & Co.	21	\$21, buyers
China-Norfolk Co., Ltd.	21	\$21, buyers
China Light and Power Co., Ltd.	21	\$21, buyers
China Tr. & N. Co.	21	\$21, buyers
China Sugar	21	\$21, buyers
China Tea	21	\$21, buyers
China Tobacco	21	\$21, buyers
China Cotton	21	\$21, buyers
China Wool	21	\$21, buyers
China Silk	21	\$21, buyers
China Rice	21	\$21, buyers
China Oil	21	\$21, buyers
China Coal	21	\$21, buyers
China Iron	21	\$21, buyers
China Steel	21	\$21, buyers
China Copper	21	\$21, buyers
China Lead	21	\$21, buyers
China Zinc	21	\$21, buyers
China Tin	21	\$21, buyers
China Silver	21	\$21, buyers
China Gold	21	\$21, buyers
China Platinum	21	\$21, buyers
China Palladium	21	\$21, buyers
China Iridium	21	\$21, buyers
China Rhodium	21	\$21, buyers
China Osmium	21	\$21, buyers
China Selenium	21	\$21, buyers
China Tellurium	21	\$21, buyers
China Bismuth	21	\$21, buyers
China Antimony	21	\$21, buyers
China Arsenic	21	\$21, buyers
China Mercury	21	\$21, buyers
China Potassium	21	\$21, buyers
China Sodium	21	\$21, buyers
China Calcium	21	\$21, buyers
China Magnesium	21	\$21, buyers
China Barium	21	\$21, buyers
China Strontium	21	\$21, buyers
China Yttrium	21	\$21, buyers
China Zirconium	21	\$21, buyers
China Niobium	21	\$21, buyers
China Tantalum	21	\$21, buyers
China Vanadium	21	\$21, buyers
China Chromium	21	\$21, buyers
China Manganese	21	\$21, buyers
China Iron	21	\$21, buyers
China Steel	21	\$21, buyers
China Copper	21	\$21, buyers
China Lead	21	\$21, buyers
China Zinc	21	\$21, buyers
China Tin	21	\$21, buyers
China Silver	21	\$21, buyers
China Gold	21	\$21, buyers
China Platinum	21	\$21, buyers
China Palladium	21	\$21, buyers
China Iridium	21	\$21, buyers
China Rhodium	21	\$21, buyers
China Osmium	21	\$21, buyers
China Selenium	21	\$21, buyers
China Tellurium	21	\$21, buyers
China Bismuth	21	\$21, buyers
China Antimony	21	\$21, buyers
China Arsenic	21	\$21, buyers
China Mercury	21	\$21, buyers
China Potassium	21	\$21, buyers
China Sodium	21	\$21, buyers
China Calcium	21	\$21, buyers
China Magnesium	21	\$21, buyers
China Barium	21	\$21, buyers
China Strontium	21	\$21, buyers
China Yttrium	21	\$21, buyers
China Zirconium	21	\$21, buyers
China Niobium	21	\$21, buyers
China Tantalum	21	\$21, buyers
China Vanadium	21	\$21, buyers
China Chromium	21	\$21, buyers
China Manganese	21	\$21, buyers
China Iron	21	\$21, buyers
China Steel	21	\$21, buyers
China Copper	21	\$21, buyers
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